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THE GRANITE MONTHLY

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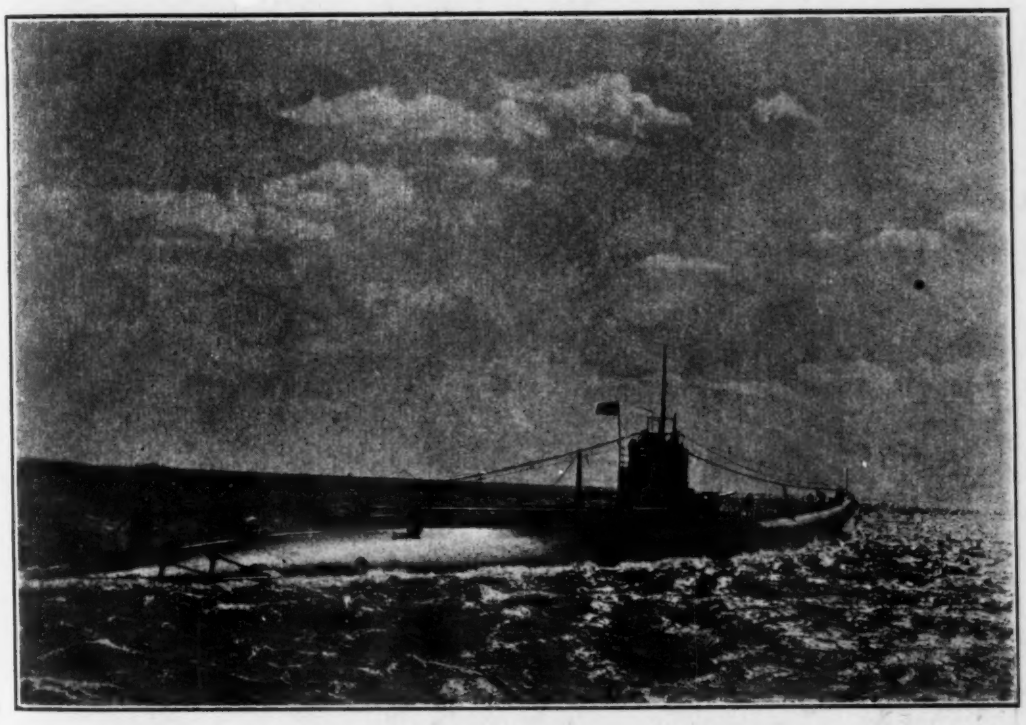

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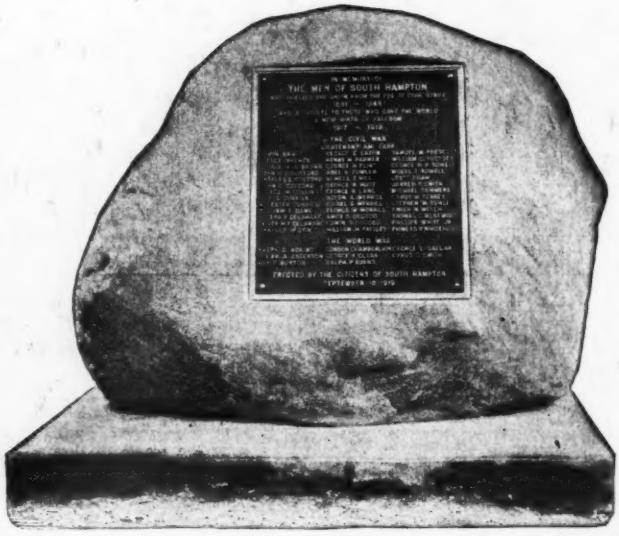

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Table of Contents

FRONTISPIECE—*Lake Sunapee*	92
The Month in New Hampshire	93
The Governor's Herd, *Helen F. McMillin*	95
Royal Rockingham, *James F. McLeod*	99
Diving to New Depths	103
Politics in the State	104
Lovers, *E. D. Todd*	105
Swapping Horses, *Helen F. McMillin*	106
Sparks from the Press	110
Millions for Roads	111
Newsy Nonsense, *Helen R. Barton*	113
Editorials	114
Radio Contest	116
Current Opinion	118
Five Years No Test	120
New Hampshire Necrology	121

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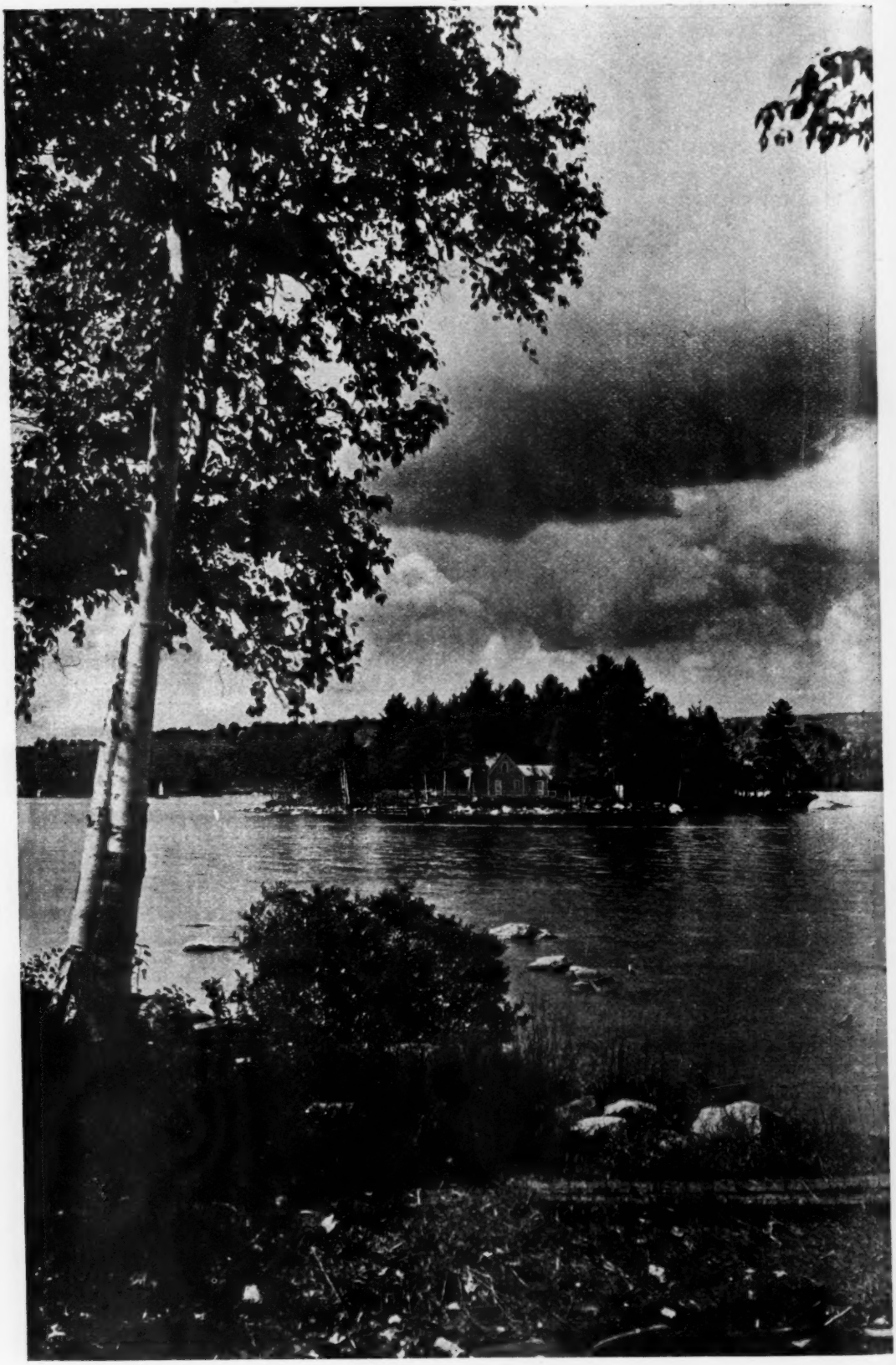


LAKE SUNAPEE

The Month in New Hampshire

Many Appropriations for Improvements at Annual Town Meetings —Three Cities Elect Mayors—Sportsmen Request Special Session of Legislature—State Suffers Heavy Losses from Fires.

The month of March was a big one in local politics. Annual town meetings were held throughout the state and three New Hampshire cities elected mayors.

The town meetings resulted in many appropriations for municipal improvements. Several towns voted to purchase tractors for highway work and large appropriations were made for the maintenance of highways and the construction of new roads.

Hampton voted to junk its municipally owned railway line. The Hampton voters decided to cooperate with the state in building a breakwater at Hampton Beach and they also voted to purchase a fire truck for that famous resort.

A heated argument was held at the Hanover town meeting over a proposal to build a new community building. The voters rejected the proposition, but voted in favor of having a committee investigate the necessity of constructing such a building.

Milford voted an appropriation of $15,000 to erect a soldiers' monument. Plymouth also voted to erect a soldiers' memorial, appropriating $5,000 for the purpose.

Three towns, Loudon, Ossipee and Weare were unable to hold their town meetings at the regular time because of the failure to post notices in accordance with the terms of the law.

In municipal elections in Berlin, Somersworth and Laconia, the Democrats won two victories and the Republicans one.

The defeat of the Republican administration in Berlin with the election of Eli J. King as mayor came as a surprise. The Democrats succeeded in naming all the councilors except one.

The entire Democratic ticket, headed by Mayor Peter M. Gagne, was victorious in Somersworth. In Laconia, Mayor George E. Stevens was reelected and a Republican council was chosen.

The month brought the possibility of a special session of the state Legislature, when it was discovered that the 1925 Legislature had failed to open up about 50 trout ponds in the state.

Petitions asking for a special session of the Legislature were sent to the governor by sportsmen. But Governor Winant, believing that the situation did not warrant the expenditure of the large sum of money which would be involved in a special session, decided to take no action on the petitions.

The unseating of Alderman Francis J. Foye by the Manchester aldermanic board attracted widespread attention. The action followed an investigation of alleged irregularities in the election in Ward 1.

A special election was held on March 23rd to name the ward's representative

on the aldermanic board and Mr. Foye was again the choice of the voters.

Several disastrous fires occurred during the month. Fire ravaged the central fire station at Keene. The fire, which started while the firemen were fighting another blaze, caused a loss of $35,000. Littleton suffered a $30,000 loss when flames destroyed a building owned by the Odd Fellows Association.

One fireman was overcome in a fire which damaged the Acquilla block in Concord to the extent of $30,000. Three buildings in the business section of Somersworth were damaged by a $25,000 fire which threatened to spread to other buildings.

A slight earthquake was felt in a half dozen places in the southern part of the state. Residents in Manchester, Nashua, Milford, Amherst, Wilton, Mont Vernon and Greenfield reported feeling the tremor.

Dartmouth closed its basketball season in second place in the Intercollegiate League. The University of New Hampshire five ended a successful season by revenging a defeat previously suffered at the hands of the Brown quintet. The New Hampshire team was victorious in its final contest by a 32 to 29 score.

In the state championship basketball tourney at Durham Manchester High School won the crown in the high school division and Tilton School won the title in the prep school division.

Representatives from ten states attended the regional Farm Bureau conference in Concord. S. H. Thompson, the new national president, addressed the conference, making his first visit to New England.

The public service commission announced the suspension until June 1 of the proposed increase in the railroad rates for the transportation of milk and other dairy products. Their action applies only to the state, of course.

Attorney General Waldron carried to the Interstate Commerce Commission at Washington the New Hampshire Public Service Commission's petition for a 120-day suspension of the increased rates for transportation of dairy products.

The state tax commission announced that the cities and towns in the state who have not revalued their property for purposes of taxation must do it this year or the commission will do it for them.

Considerable discussion has been carried on in the press of the state concerning the prohibition amendment. The Manchester Union announced the results of its poll on the prohibition question as showing 8,039 for modification of the present law and 1,874 for retention of the law.

Commissioner Butterfield made the following interesting statement regarding the effects of prohibition in this state:

"My work takes me about the state and I do not see one-fourth of the drinking and evidences of drink that I saw under earlier conditions. The statement that most homes have a still or deal with a bootlegger I resent as a slander. The statement that high school boys and girls carry flasks is, except in a few isolated instances, utterly without foundation."

THE GOVERNOR'S HERD

BY HELEN F. McMILLIN

Is Milk from the Governor's Farm Any Better than Just Ordinary Milk? Governor Winant Thinks It Is—Not Because It's His Farm, But Because the Milk Comes from Ayrshires. He hopes that the Results of His Experiments with His Famous Herd will Lead to a Wider Use of Ayrshires by the Farmers of the State.

Clink of empty bottles in the still dawn; quick steps along the walk under the window; the throb of a waiting motor . . . The milkman? Yes, but no ordinary milkman: an emissary rather from His Excellency the Governor, bearing in his hands a creamy beverage fit for the gods,—milk from the finest herd of Ayrshires the state has ever possessed, certified milk from the only herd holding certificate under New Hampshire laws.

Governor John G. Winant has turned milkman. Not that he has abandoned statecraft. It may even be said that he considers his model farm at East Concord, with its experiments in modern methods, one of the valuable contributions he can make to the welfare of the state. His brightly painted delivery truck, bearing the words Edgerstoune Farm and a cheerful illustration of the joy spread by Ayrshire milk, begins its rounds this month and will soon be a familiar sight in the streets of Concord and the near-by towns.

The Winant herd of Ayrshires is new in the state, but that doesn't mean that the fame of the cows did not precede them here. For many years they have grazed New Jersey fields at Mrs. Winant's old home in Princeton. Now and then they toured about the country gathering renown at expositions and dairy shows. And now, with the early days of 1926, they have come to New Hampshire. It is to be hoped that they will remain here long and that the vigorous air of New Hampshire will enable them to outshine their own high records made in New Jersey.

Their new home is in East Concord. It is to be a model farm. Already, with winter still upon it, it possesses an air of comfort and abundance; and when summer comes and the big white house is shadowed with great elms, when the fields beyond the generous barns billow with hay and alfalfa, when bloom, when the cows stand quietly in pasture—then Edgerstoune Farm will become indeed a picture of the beauty and order of New Hampshire country life.

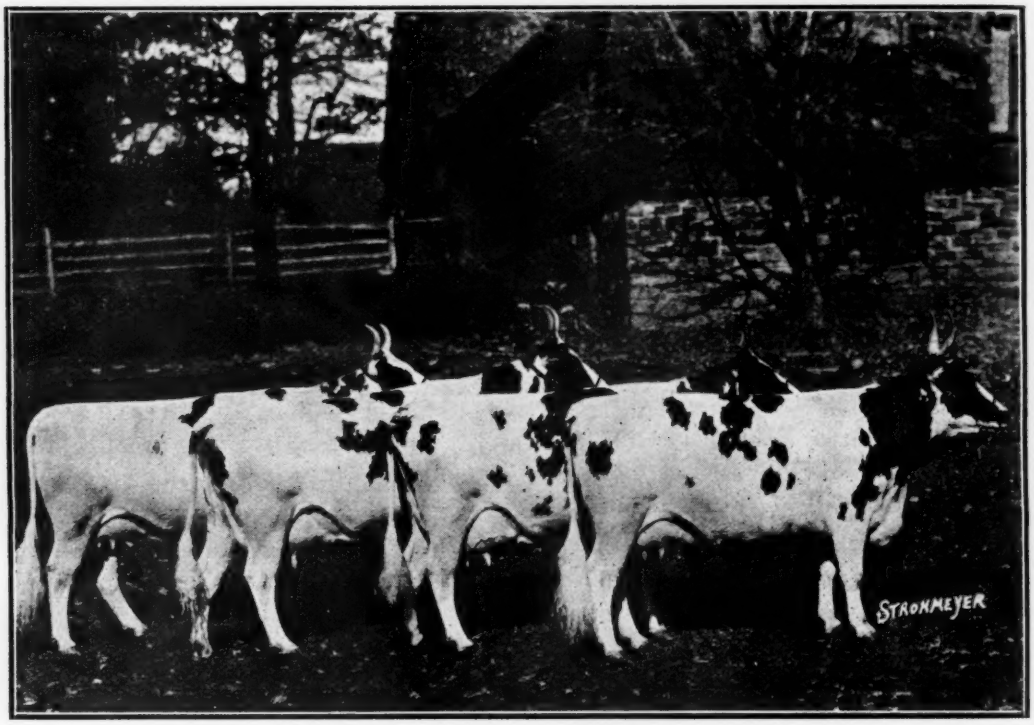
I am perfectly free to confess that I do not know anything at all about cows. Before being led into the airy barns at Edgerstoune by Manager George A. Hill I had not the slightest idea whether Ayrshires were black or white or brindle or tan, nor whether their horns raked for or aft or curled along the tops of their heads. That being the case the visit was doubly impressive, as though one burst suddenly upon the Parthenon without being prepared by careful courses in Art—or something

like that. The sleek bodies, the high proud horns — there is beauty there even for one who is as ignorant as I.

And although I know nothing about cows, I have never found anything to compare for grandeur and sonorous pomp with the pedigree record of a herd of pure bred cows. Listen:

Not many years ago, from the heather hills of Scotland and across the broad Atlantic, a score of Ayrshire cattle came to the low fields of New Jersey. This foundation herd included several young daughters of that famous sire of Nether Craig, Hobsland Lucky Boy. It included also two young bulls of equally fine parentage: Sandhill Premium Bond and Hobsland Ayr Pilot. The first of these bulls had already won a championship at the Glasgow show. He was sired by Auchenbrain Sunlight, out of Sandhill Flash Girl. The second was sired by Hobsland Lucky Boy and his dam was the well-known Hobsland Jean 5th, a remarkable producer and dam of the grand champion, Hobsland Mendel.

That was the beginning. The American history of the herd justified its fine heritage. As the daughters of Hobsland Lucky Boy were tested at Edgerstoune, their sire received the honor of being the first bull whose first five daughters tested qualified for Silver medal records. The first four daughters of Lucky Boy tested at Edgerstoune averaged 13,308.6 pounds of milk, 530.8 pounds of fat with their first calves. Nether Craig Heath Flower became senior two-year-old class leader and French Cup winner with 15,264 pounds of 4.11 per cent milk, 626.85 pounds of butter fat. Five Roll of Honor records made by



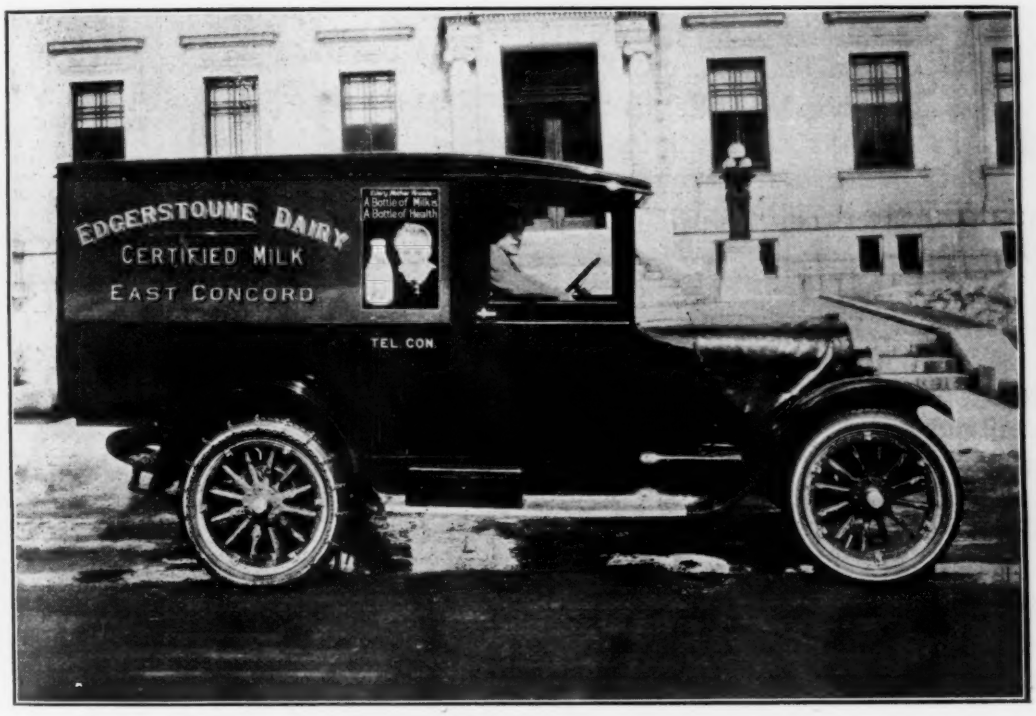
AN AYRSHIRE QUARTET
Sleek bodies, high proud horns

Hobslands Lucky Boy daughters averaged 11,535 pounds of milk, 478.17 of butterfat.

In 1921 the herd was exhibited both in the Eastern States Exhibition and at the National Dairy Show. At the first of these shows Carston Bridesmaid, imported, placed first, both in the open and the advanced registry classes. At the national show, she was made grand champion.

Dairy Show to Palmerston Hyacinth 8th, winner of over 25 grand championships.

Nor did the two herd sires fail to do their part in winning honors for the herd. Sandhill Premium Bond won the two-year-old class at the 1922 National Dairy Show, and was first prize three year-old at the 1923 Boston Show. Hobsland Ayr Pilot was reserve



HIS EXCELLENCY'S CAR
Spreading the joy of Ayrshire milk

Again in 1923, the show record was remarkable. Six firsts at the Boston show were won with a junior female championship for Hobsland Piry. On this occasion Auchenbrain Miss Craig 7th was selected the individual with the most nearly ideal Ayshire head. In the fall of the same year Nether Craig Heathflower won grand championship at the Eastern States Exposition and was placed second at the National champion at the Eastern States Exposition and first prize two-year-old at the 1924 National Dairy Show.

There! Doesn't that give you a vague warm feeling even if you haven't too much idea what it is all about? But perhaps, even with the roll and thunder of such glorious names and deeds in your ears, your mind may rouse itself numbly to inquire, "Why Ayrshires?"

I pride myself that I so far withstood the hypnotism of the history of the herd to ask Mr. Hill that question. For myself, I should prefer Ayrshires to other cows — Jerseys for instance — because their horns have such a graceful sweep from their brows. But I realize that a real farmer bases his preference on other matters than bovine beauty. So I asked: "Why Ayrshires rather than Jerseys or Guernseys or Holsteins?"

Mr. Hill's reply was fortunately simple enough for even my understanding.

"Ayrshire milk," he said "is recognized as the one perfect milk for children and invalids. It contains neither too much nor too little butter fat—just 4 per cent, which the doctors agree is the ideal proportion. Moreover, the butterfat in Ayrshire milk is made up of smaller fat globules than those found in many milks. That means the milk is easily digested. Many hospitals and sanitoriums use it entirely and doctors, wherever they can get it, frequently prescribe it for babies.

"The cows are good cows to raise, too" he added. "That is important for it would not be practical for a farmer to keep Ayrshires unless they could be kept healthy without too great expenditure of time and money. The Ayrshire is the real farmer's cow, normally sound and healthy, adaptable and long lived. The Ayrshire has not been as popular in New Hampshire as some other breeds, partly because the best blood lines have never been brought in. We at Edgerstoune Farm are anxious to show what Ayrshires can do. It won't be long before there are many Ayrshire herds in the state."

The Governor has turned milkman. Two hundred quarts of Ayrshire milk go out from his farm in East Concord daily. Here and there in the neighborhood of Concord are children who in later years can boast to their grandchildren that they drank in their early years milk from the cows of the Governor of New Hampshire.

The political aspects of the case have not been much discussed. It is not yet know whether the Democratic families will eschew milk from Edgerstoune. One may hazard a guess that they will not, that sipping a tall cool glass of the creamy beverage they will sigh and admit that there is after all some health in the Grand Old Party.

NEXT MONTH

Both sides of the road bond issue question will be presented in two interesting articles in the May issue of THE GRANITE MONTHLY. An entertaining historical article and another of Miss McMillin's collections of stories will be other features. The 12 remaining questions in the radio contest will also appear in the next issue.

ROYAL ROCKINGHAM

BY JAMES McLEOD

You Know the Story of the Boston Tea Party, But Do You Know What Happened at Portsmouth When a Large Consignment of Tea Was Unloaded There in 1774? Mr. McLeod Tells in this Article.

Royal Rockingham beams serenely on Boston and Salem and Plymouth. She accords them all their full mede of glory; with no parochial jealousy, she enjoys the plaudits of historians and singers as they tell of the ancient Colonial towns and of their great and extraordinary gifts to posterity.

Royal Rockingham can afford to sit in benign tranquility. She is older than Plymouth. And from her vales and plains came a rugged breed of stalwarts who aided mightily in fashioning and giving impetus to the destinies of the Great Republic.

Seventeen years before the Pilgrims sailed from Holland, in 1603, Martin Pring and his two small vessels founded a nation when he and his followers landed on the shores near the mouth of the Piscataqua. The settlements radiating from Dover Point along Great Bay and on to Monhegan Isle and beyond to the eastward were vigorous and self-sustaining almost a generation before Boston and Salem trading posts were located and allotted.

Busy with colony building, laboring and planning, the early seventeenth century settlers of Royal Rockingham had no time, taste or even opportunity to proclaim their quality. But their deeds endure. Although a political jurisdiction over their towns was procured by the Massachusetts Colony, the Royal Province of New Hampshire gravitated from sheer merit.

It is thrillingly interesting, absorbingly fascinating, to trace the path of Time's mission in the old province; to delve into obsolete volumes detailing the taming of the Indian and French and describing the influx of the iron-souled, vigorous Scotch and North of Ireland settlers. It is inspiring to read of the part Royal Rockingham played in the events prior to the Revolution and of her proud entry as a soverign state and of the mighty roles cast and ably filled by her native sons.

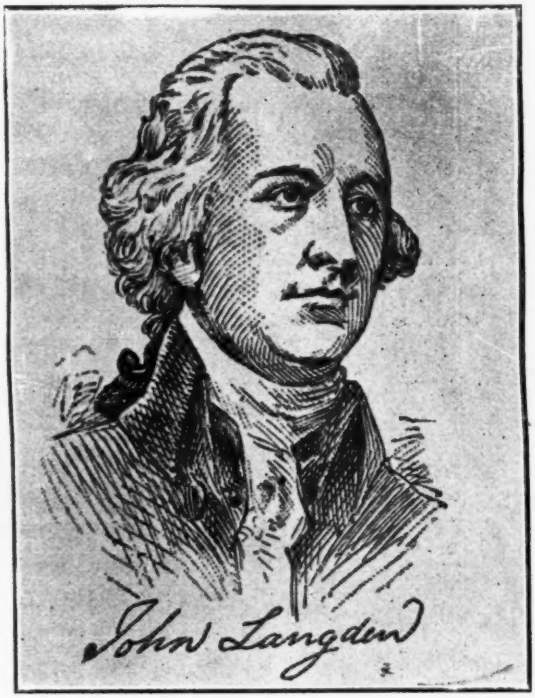
Would that the story might be replayed and filmed, to show this effete age those pioneer men and women, carving from the wilderness space for habitations, hewing the timber from which to fabricate enduring dwellings, patiently toiling with a defined purpose —to build a nation.

While Boston laid out streets and enjoyed town life, the people of Rockingham had no ease. Men and women worked. They raised their food; they grew their flax and their sheep gave the wool, and they wove their homespuns —and wore them. Self-reliant, self-contained, self-controlled, they labored their six days.

On the Sabbath, they worshipped God. And until the Revolution, abaft the saddle was the pillion, the seat for the woman, and often through the nar-

row path through the forest, they rode to attend Divine worship. They had a passion for basic education and their bairns were taught.

Consider the array of great men and great women of Rockingham, many of them scholars in their teens, abler, keener, of more probity and wisdom than are they of this day far older and with academic note. Plain living, direct thought and equally precise action, marked them.



JOHN LANGDON
Six Times Governor

Boston had her tea-party — poet and prosist have told of it. But how many have read of the amazing courage of the men of Rockingham? Boston was a thriving city; many were the retreats available for those who could harry the king's agents, and the supporting element of the populace was overwhelming the larger portion. In Portsmouth, small and with concealment difficult, even if considered, a stouter spirit was shown.

In June of 1774 a large consignment of tea was unloaded and stored in the Custom House before the people knew it. A town meeting was called and a watch set to guard the tea and prevent breach of the peace or the attempt to sell or give away so much as a pinch. Edward Parry, the consignee, blustered and protested, but in the end Rockingham firmness forced him to reship his tea to Halifax. He paid the duties and reshipped—and bided his time.

The ship Fox came into post in September, with another load of tea for Mr. Parry. The people were angry, broke the windows in Parry's premises, and began the menaces of riot. It was with difficulty that the magistrate and civil officers restored order. But the next day, the town meeting assembled, publicly proclaimed that the tea must go, and forced Parry to reship this second cargo to Halifax. And the Rockingham town named a committee to see that the tea actually was reshipped, intact.

Consider this brave defiance of King George, when the inhabitants by written agreement pledged themselves, "their faith and honor in attest, not to import, sell or consume any sort of East Indies tea — or to suffer the same to be used or consumed in their respective families, until the abolition of the obnoxious duties."

Royal Rockingham smiles and thinks of her formal tea parties, as she hears retold of Boston's buffet affair.

Boston and Charlestown had their spirits maintained with money from the poor but comradely patriots of Portsmouth when those towns were block-

aded. In October of 1774 Portsmouth voted the large sum, in those days, of two hundred pounds, an outright gift, "for the relief of the industrious poor."

Another highlight in the history of Rockingham is revealed in the record of the district inhabitants pledging adherence to rigorous rules for deportment prior to the Revolution. The document concluded: "therefore they cheerfully adopted, and would punctually and religiously execute the same as far as in them lies." And they bore "testimony against every species of gambling, and recommended industry and frugality."

With this background of sterling character, we of this day may understand the holy fire of the Revolution.

Long after the Revolution, there was built at Boston a frigate, the Constitution. Her fame is secure; Boston's poet made it so, for time

But the United States navy was born at Portsmouth, whose stately ships were making a mercantile marine from native timber long before Boston shipyards were laid. Portsmouth yards fashioned clipper ships, officered and manned by Rockingham mariners, before Donald McKay came from Nova Scotia to give Boston fame for her clippers.

Again let us turn to the records supporting Royal Rockingham's right to wear the purple as primate. What dramatic heights were attained by her son John Langdon[1], who was in one per-

ROYAL ROCKINGHAM'S HALL OF FAME

Heroes of the Revolution

Nathaniel Folsom (1726-1790)	**Exeter**
Soldier, Patriot, Statesman	
John Langdon (1741-1819)	**Portsmouth**
Soldier, Patriot, Statesman	
Woodbury Langdon (1739-1805)	**Portsmouth**
Patriot, Soldier, Statesman	
William Whipple (1730-1785)	**Portsmouth**
Mariner, Soldier, Patriot, Jurist	
George Frost (1727-1796)	**Newcastle**
Mariner, Patriot, Statesman	
John Wentworth, Jr. (1745-1787)	**Somersworth**
Jurist, Statesman	
Philip White	**Portsmouth**
Statesman. Continental and Constitutional Congresses	
John Taylor Gilman (1753-1828)	**Exeter**
Statesman	
Nicholas Gilman (1762-1814)	**Exeter**
Soldier, Statesman	
Pierce Long (1739-1799)	**Portsmouth**
Merchant, Patriot, Statesman	

son the potential protoplasm of navy, army, Constitution, and Nation! Volumes could be written of this heroic figure.

Born in Portsmouth in 1740, he was a merchant and shipbuilder, and above all, a patriot, a man of mettle never considering mere expediency. He built the Ranger for John Paul Jones, in 1774, and gave the nucleus of the marine force that stabbed England and made the new flag the banner of liberty.

He instilled patriotic fervor in mariners' breasts, and well may be called the father of the navy. Langdon was a delegate, and a dominant figure in effectiveness, if not in sonorous speech, in the Continental Congress of 1775 and 1776. He fought with General Stark at Bennington[2], with valor; his wise counsels, his cheerful spirit and indifference to privation, with skill as a soldier, qualifies him to sit in glory's shades with the fathers of our army, the men who broke England's pride.

In statecraft, too, he shone. When Meshech Weare declined to serve as president of the state, in 1785, John Langdon accepted the responsibility. He served a second term. He was one of the delegates to the federal convention that framed our Constitution. He was the first United States senator elected from the soverign state of New Hampshire and was chosen the president of the first Senate, and as such informed General George Washington of his election as our first Constitutional President.

In 1805 John Langdon was elected governor of New Hampshire and he served the state as its chief executive, with the exception of one year until 1812. He was nominated by the Republicans for the vice-presidency in 1812, but he declined because of old age. Let Boston or Salem or Plymouth match the redoubtable John Langdon of Royal Rockingham. And he was not the only great son of Rockingham.

One of the most interesting figures Rockingham produced in Revolutionary times was Captain William Whipple[3], who was our country's first real slavery abolitionist.

Captain Whipple first saw the light o'day in Kittery, January 14, 1730 and until his sudden death in 1785, lived a life replete with thrills. He received his education aboard a vessel, and was in command of his own vessel in the African trade before he was 21. During the Seven Years' War he retired to be a mechant in Portsmouth, and was eminently successful. He had engaged to an extent in the African slave trade, and had his own retinue of slaves.

He felt the patriotic fire of the Revolution early. Freedom was in the air, and he emancipated all his slaves as token of his idea of human liberty. Elected to the Continental Congress in 1775, and again next year, he cheerfully signed the Declaration of Independence, and declined re-election to the Congress in order to take command of a brigade fighting in Rhode Island.

In the Fall of 1782, he turned to statecraft at home, was elected to the assembly and became state superintendent of finance. He was also appointed a judge of the state Supreme Court. What he lacked in legal lore was more than balanced in a natural sense of equity and of common sense. He gave practical expression to his theory of freedom when he flatly refused to assist General George Washington in the recovery of a negro servant of Mrs. Washington who had fled and found sanctuary in New Hampshire.

Royal Rockingham is proud that it produced Captain William Whipple—and the long list of other men of his stalwart type, who sacrificed all that a new nation might arise.

Dusty and musty on the shelves of home or public libraries of our state, are volumes telling of Royal Rockingham, its men and women. Infinitely more thrilling, vastly more interesting and immeasureably more edifying than all the shelves of fiction and current mediocrity combined, they await the reader. There is no man or woman, no boy or girl, in whose veins course the blood of worthiness, who will not be uplifted and exalted in purpose and spirit by reading of the great, whose devotion to the common weal made life here today possible.

New Hampshire owes much, yes, her very being, to the stalwarts of Royal Rockingham.

---

1. Two great great granddaughters of John Langdon are now living in Portsmouth. They are Mrs. Woodbury Langdon and Miss Emily M. Elwyn.

2. John Langdon, who was at the time speaker of the New Hampshire Assembly, gave all his money, pledged his plate and subscribed the proceeds of his major mercantile possession, 70 hogsheads of tobacco, in order to equip the brigade with which General Stark defeated the Hessians at Bennington.

3. Three descendants of Captain William Whipple are living in Portsmouth today. They are Mrs. Arthur C. Heffenger and her two daughters, Mary Stearns Heffenger and Mrs. J. Winslow Pierce.

DIVING TO NEW DEPTHS

A few weeks after its sister ship, the V-1, had attracted the attention of naval authorities everywhere by diving to a depth of 202 feet, the Portsmouth-built submarine V-2 established a record for vessels of its type by plunging below the surface of the Atlantic to a depth of 220 feet.

The new submarine is shown in the picture on the cover of this issue of the Granite Monthly. The photograph was taken as the "sub" was cruising along the surface in Portsmouth harbor.

The V-2 is the second of the new V-type undersea vessels to be constructed at the Portsmouth navy yard. Its sister ship, the V-1, was completed a month previously and had already gone a distance equivalent to a trip around the world when the V-2 established its record.

Naval officials were delighted at the successful results of the severe underwater test given the V-2. The new submarine shot to the surface after dropping to a depth never before reached by a craft of its type practically unharmed. One slight mishap occurred when a pipe burst under the tremendous pressure, but otherwise the big submarine performed perfectly.

Another submarine of similar design, the V-3, is being constructed at the Portsmouth yard and will be completed in three months. Plans are already being made to la the keel of the V-4, which will differ from the other three V-boats and will be constructed as a mine-layer.

POLITICS IN THE STATE

Road Bond Issue and Direct Primary Certain Issues for Coming Campaign—List of Candidates Seeking Election to State Senate Continues to Grow—Contests Develop in Several Districts.

The issues for the coming political campaign in New Hampshire are becoming clearer as the day of the primary draws closer.

The road bond issue and the direct primary questions are certain to be brought to the attention of the voters by the candidates for political office. Hints have been made that several other questions would be made campaign issues, but as yet none of these are definite.

Governor Winant was one of the first to make clear his position on the proposal to issue bonds for the construction of highways in the state. The governor in a recent radio address said: "We have established a policy that highway money be used for highway projects only, and conversely that all highway projects be paid for out of highway funds. I, personally, would be opposed to any bond issue that would directly or indirectly increase taxes on real property."

Although political candidates have not as yet entered into any detailed discussion of the road bond issue, the question is being kept alive by discussions among those who are not seeking political office. The State Grange and Farm Bureau have both declared their opposition to a road bond issue.

While home on a week's tour of the state, Senator Moses added his opinion to the many which have been already expressed on the direct primary issue. The senator says the primary must be either "mended or ended."

A discussion of the primary would seem to come more properly in the realm of the gubernatorial contest than in the senatorial campaign, for the primary is distinctly a state problem. If, however, Senator Moses wishes to make it an issue in his campaign, he will undoubtedly find former Governor Bass very willing to discuss it with him.

Mr. Bass introduced the bill for a primary law in the Legislature of 1909 and he was largely responsible for its passage.

Governor Winant's position on the primary is well known by his action in defending it at the last session of the Legislature. The governor's opponent in the contest for the Republican gubernatorial nomination, Huntley N. Spaulding, has not yet made clear his position on the primary. Mayor Eaton D. Sargent of Nashua, the only Democrat who has thus far announced his intention to seek the governorship, has also been silent on the primary question.

The list of candidates for seats in the state Senate continues to grow steadily. Only one Democrat, Orvin B. Marvin of Newcastle has recently announced his candidacy, but many have announced their intention to seek the Republican nomination in the various districts.

In the second district Representative J. G. M. Glessner of Bethlehem may be

a candidate. The name of Dr. William H. Leith of Lancaster, another member of the last Legislature, is also being mentioned.

Representative Harold A. Webster has announced his intention to seek the nomination in the third district.

Prof. Jeremiah W. Sanborn of Gilmanton, a member of the last Legislature, will be a candidate in the sixth district. Prof. Sanborn was the first president of Utah State College.

There will be a contest in the eighth district between Representative James W. Davidson of Charlestown and George E. Lewis of Newport. Representative Horace J. Davis is seeking the nomination in the ninth district.

William J. King of Walpole, who has served several terms in the Legislature, has announced his candidacy for the Republican nomination in the 10th district. He won prominence in the Legislature by his successful fight to free the toll bridges on the Connecticut.

Representative C. H. Dutton of Hancock is a candidate in the 11th district. He will be opposed by Arthur P. Smith of Peterborough.

Representative William B. McInnis of Concord is the first to announce his candidacy in the 15th district. Mr. McInnis served as a member of the committee on public health and education in the last Legislature.

Amos Cowan of Salem has announced his candidacy in the 22nd district and has declared his support of the direct primary and opposition to the road bond issue. He has twice been a member of the Legislature. He will be opposed by Representtive Wilbur H. White of Deerfield, an opponent of the direct primary.

Harry Merrill of Exeter has announced his candidacy in the 23rd district.

In an open letter to the Granite Monthly, Mr. James Buchanan, president of the National Press Association, brands as false the implication contained in the following statement which appeared in the political article in the March issue of the magazine:"As part of his publicity program the senator (Moses) has had sent to the weekly newspapers in the state a handsome picture of himself and an article telling how he got the Senate to pass the biggest Postal Appropriation Bill in history."

Mr. Buchanan says that this statement implies that Senator Moses requested the sending out of the article to the newspapers by the National Press Association. This implication, he says, is false.

The information upon which the statement in the magazine was based came from sources believed to be reliable. If the Granite Monthly was in error the mistake was unintentional and is sincerely regretted.

LOVERS

By E. D. Todd

Two dreaming phantoms fingers twined,
Twin moonbeams gliding to the sound
Of far music: an hour, and life shall bind
These feet that tread Love's holy ground.

SWAPPING HORSES

BY HELEN F. McMILLIN

Gus Rollins Was the Undisputed Champion of Alexandria's Horse Traders. "There Didn't Many People Ever Set Gus Rollins Down Any," Says E. P. Sawyer of Bristol, Whose Stories Are the First to be Retold by Miss McMillin in a Series of Six Articles on New Hampshire Story-Tellers.

"Yes, Ma'am," said the old man, "He was a sharper for sure was Gus Rollins," And his voice held the awed admiration one accords only to the truly great. "Seems like he would rather cheat a man and do it kind of cunning and make fifty cents than make a dollar easier and make it honest!"

The speaker would need no introduction to you if you lived in Bristol or near it. He is E. P. Sawyer and he has known the town and been known by it for eighty-six years. From the house where he now lives he can throw a stone into the house where he was born. He has voted in the Bristol Town Hall more times than any man living, missing not one election since he was twenty-one. He did not vote for Lincoln because his birthday came too late, but he has voted for every president since then. And he is, by his own admission "the most remembering man in Bristol."

"I don't mean to say I am the oldest, though it's getting so that I am pretty near that now," he says, "but the others don't remember so much somehow. Guess in the days when things were going on they had more important matters on their minds. Amounted to more than I, I guess. But I remember most everything."

He remembers the Civil War days and the excitement in the town when the boys went away. He remembers the old cannon fired to celebrate the occasion. It was a great lumbering iron piece and later it burst one day and rained chunks of iron into the town, but in those days it was hale and hearty. The boys pointed its black mouth southward and stuffed it with grass and stones—anything and everything to make a noise—and looked about for more stuffing. A young recruit pulled off his hat:

"You might as well send this along," he said with shining eyes. "I'm going down that way myself and I'll pick it up later."

He remembers further back, even to the days before the railroad came in 1848, when the old stage with its six horses used to swing up to the tavern door and all hands would dismount to warm themselves both inside and out in the cheery bar of the tavern. He remembers his pride at sitting on the box with the driver and holding the reins while the team drove round the town. He remembers the blacksmith shop his father owned and how the

sparks flew all night long in "sharpenin'," time,—the weeks of frosty road before the snow came, when the horses could not go twenty miles without attention to their shoes.

He remembers the tavern on the site of the Bristol Hotel and the long winter evenings when farmers from the country-side and strangers left by the stage sat together in the warmth of the firelight, smoking, drinking ale, playing dominoes, and swapping horses. He remembers the sober, impassive faces of the players, their casual, poker manner as the ownership of the horses in the stables passed from one to another, and again and again the hostler was summoned, given money for a drink, and sent to shift the horses.

He remembers one unfortunate individual who played and drank, and swapped all the evening, plunged rather deeply for those days and gave some eight dollars to even his various trades, rolled home at midnight behind the horse his final trade had brought him, thinking he had done rather well in an evening's business,—and found when the cold grey morning had sobered him a little that he had driven home the same horse he had originally owned. His trading had lost him eight dollars and left him with his own horse.

But among all the faces in the firelight—clever faces, stupid faces, honest faces,—one stands out clearest in his memory: the shrewd, good-natured face of Gus Rollins of Alexandria, arch horse-trader of the neighborhood.

"Yes, *Ma'am,*" Mr. Sawyer repeated, emphasizing his remark with a thump of his cane, "There didn't many people ever set Gus Rollins down any. He was a cute one all right."

"I remember one horse Gus Rollins had," he went on settling back in his chair in a manner which indicated that he was launched on a long narrative, "that brought him quite a lot of money first and last. And it wasn't a good horse, neither. Looked good, you know; don't know that I ever saw a nicer looking horse. But he had some internal trouble. If he wasn't handled just right he'd fall down sick and you'd think he was going to die. Gus knew what to do for him, but other folks didn't.

"One day Gus hitched him up and started with him on a trip up to the Canada line. He took his wife and they jogged along slowly the first day, being careful not to tire the horse, watching him all the way. Night came and they stopped at a tavern. Out came the landlord to help Gus unhitch.

" 'Fine horse you've got there,' says he.

" 'He is a good one,' says Gus.

" 'Want to swap him?'

" 'No', says Gus and pretends to be very indifferent.

"The landlord stroked his chin.

" 'Give you a good horse and free lodging to boot.'

"Again Gus shook his head.

"Finally, after a lot of dickering, they fixed it up. Gus took $20, a night's lodging for himself and his wife, and a good horse of the landlord's and gave up his own horse.

"Next morning Gus hitched up and started along. He didn't hurry none, for he sort of suspected he'd be wanted back. Sure enough. They hadn't gone many miles when behind them came one of the tavern boys, riding hell-for-leather.

" 'Hi,' he shouted. 'Wait a minute. That horse you swapped us is like to

die. Come back and help us.'

"So Gus turned his new horse around and went back. Took him just a minute to fix the horse up and get him on his feet again. Then he started to drive off.

" 'Come back!' yelled the innkeeper. 'Where you going? Think I'm going to keep a horse like this? I want my own back I tell you!'

" 'Sorry,' said Gus, 'but a trade's a trade!'

"But the farmer took on so that he finally softened.

" 'Tell you what I'll do,' he said. 'I'll take my own horse back and give you yours in even trade.'

" 'All right,' yelled the innkeeper. 'Anything so long as I don't have to see this consarned piece of horse flesh ever again.'

"And they swapped back and Gus drove along the next day with the same old horse. But he had twenty dollars in his pocket and he hadn't had to pay for his lodging.

"All the way to Canada and back he worked that trick. He was a sharp one all right.

"But of course, some folks did get sore after he'd let them down about so often. Swore they'd have no more dealings with him and all that. Can't say as I blame them. There was a man down in Hill, I remember, said he didn't have nothing against Gus Rollins personally, but he'd never swap another horse with him as long as he lived. He went around saying it so big and blustering that Gus heard about it and it didn't suit him at all. He didn't say much, but he waited until he got a 'beater' he wanted to get rid of. He decided to sell him to his friend in Hill.

"Gus knew it was no use going himself, of course. But he had, working round the place, an old man every one called 'Old Daddy.' He dressed Old Daddy up like a farmer just come to town for supplies and went to Hill with him. Old Daddy hitched his horse outside the store and sat there chewing a piece of grass. Gus went off and found the man who wouldn't swap horses with Gus Rollins'.

" 'Got a horse you want to swap?' he asked by way of genial introduction.

" 'I'll never swap another horse with you, Gus Rollins, and you know it,' said the man.

"Gus laughed. 'Maybe you'll change your mind,' he says, 'but you're safe today. I came down here without any horse to swap.'

"They walked along down the street together and there standing at the corner was Old Daddy's horse.

" 'Morning,' says Gus to Old Daddy, as though he had never set eyes on him before. 'Pretty good horse you have. Want to swap him?'

"Old Daddy played up. He didn't act as though he recognized Gus at all. He stroked his beard awhile, and thought.

" 'I dunno,' he said, kind of slow. 'He is a good horse, but he's kind of spirited for farm work. If I could get a quieter animal I might swap him.'

"Gus tugged his friend by the arm and whispered to him.

" 'Kind of a foolish old fellow, I guess. Doesn't know good horse flesh when he's got it. Wish to goodness I had something I could trade for that horse. It's as good an animal as I've ever seen.'

" 'That's one on you,' said the other fellow. 'What's the matter with my doing a little swapping myself?'

"And the upshot of it was that he

swapped horses with old Daddy and gave him ten dollars to boot. When he found out later that he had been let down and word leaked back to Hill that it was Gus Rollins who had done it, he was madder than ever.

"Gus told the story everywhere, and after a while he got to thinking that maybe he could play the same trick again. So he got Old Daddy to dye his beard and trim it and he spruced him up with some smart clothes and he looked like quite a dapper young man driving fast horses into Hill. It worked as slick as grease that time, too. But the third time he tried it, with Old Daddy's face shaved clean, one of the boys in Hill put the other fellow wise.

" 'You old fool,' he said, 'don't you know you're trading horses with Gus Rollins?'

"And Gus almost got chased out of town that day.

"Only once to my recollection," Mr. Sawyer went on after a pause, "did Gus really get let down for fair. I'll tell you about it.

"Over in Laconia was a man by the name of Whiting who had built up for himself over there just the kind of reputation for cunning horse swapping that Gus had in our neighborhood They were local champions, as it were, and Gus just ached to go over to Laconia and show Whiting who was the better man.

"The horse he picked out for the job was a beauty: sound as hickory and finely shaped. He had only one out about him: he had fits. Gus doctored him for weeks and had him in pretty good shape when he started for Laconia. You couldn't have helped admiring the animal as he trotted out of town with his head up. Looked like poor old Whiting was riding for a fall this time, sure.

"Just before Gus got to Laconia, he met a stranger on the road. They drew up alongside and passed the time of day. Gus liked the fellow's looks and evidently the other fellow liked his. They sat and talked back and forth for quite a spell. They told each other all the news of their own towns, all about the crops, and things like that. Finally Gus got confidential.

" 'Happen to know a fellow named Whiting over in your town?' he asked.

" 'Well, yes,' said the stranger, 'Know him a little.'

" 'Trades horses some, doesn't he?'

" 'Guess maybe he does. Most all of us have a go at it once in a while' said the stranger. 'Got business with Whiting?'

" 'Rather important business I call it,' said Gus with a chuckle. 'I'm just going over to Laconia to let that fellow Whiting down so he never forgets it!'

" 'I wish you luck,' said the stranger. 'But speaking of horse trading, I notice you have a pretty good looking horse. What's the matter with you and me swapping?'

"Gus thought it over. He did want to save that horse with the fits for Whiting. But the stranger's horse was a beauty. The impulse to trade was too strong. After some dickering they decided to make an even swap. The horses were unhitched, exchanged, hitched up again and the two men clucked, shook the reins and started on their way.

"Just as the two carriages drew apart, Gus leaned back over his shoulder.

" 'You didn't ask no questions,' he

said, 'so I kind of forgot to tell you one thing about that horse. Better watch him close. Pretty soon he may begin to shake his head and then he *might* put you through a fence.'

" 'That's all right, old man,' the stranger called back cheerily. 'I didn't ask questions about this horse because I know him pretty well already. I've owned him several times before. He and I get along.

" 'But,' he added with a smile, 'I might just caution you to look sharp to your own horse. My name is Whiting!' "

Mr. Sawyer was quiet for a moment after he finished the story. He sat very still looking out of the inn window. Then he sighed deeply and rose to his feet.

"Guess I'll be getting on," he said, "though I could sit here and spin yarns for you all day. I suppose I am the most remembering man in Bristol." And he made his way slowly down the snowy road.

Sparks From The Press

Unlike truth, pedestrians crushed to earth seldom rise again.—*Hillsborough Messenger*

The Ides of March was a most important date in the history of the Romans. And they didn't have any income tax blanks returnable on that dread day, either.—*Rochester Courier*

Congress will try and get out of the trenches by May 15. Might just as well go home now and play politics honestly as stay in Washington and play them under the pretence of tending to the nation's business.—*Concord Monitor.*

Nevertheless, you can't suck anything out of a barrel with a straw vote. —*Keene Sentinel.*

Driving with one hand is bad business. Sooner or later you are bound to run into a church.—*Hillsborough Messenger.*

A billion dollars will be spent on roads in the United States this year. None of us would have any difficulty in pointing out where a share of it could be put to good use.—*Manchester Union.*

New Hampshire has had another slight earthquake. Which leaves California leading us only in production of oranges, lemons and the like.—*Manchester Union.*

Slow thinkers used to live longest, but now the automobile has changed all of this.—*Meredith News*

MILLIONS FOR ROADS

The New Hampshire Highway Department Spent More than $2,000,000 on Roads Last Year. It Has Improved All But 237 of the 1490 Miles of Trunk Line Highways in the State.

Five automobiles whizzing by every minute twenty-four hours a day.

That is the average rate at which cars passed a point on the Lafayette Highway during the two weeks which the state highway department tested the density of the traffic on that popular boulevard last summer. In those two weeks an average of 7,500 cars a day went over the Portsmouth bridge. Is it any wonder that roads wear out?

The task of the New Hampshire Highway Department is a gigantic one, and it is a task which is growing bigger each year with the ever increasing number of automobiles on the roads.

The department must maintain 1490 miles of trunk line highways, besides nearly 600 miles of state aid roads, which are connecting links between the trunk lines. More than 2,000 miles of roads! If one considers the stupendousness of the department's task, he is likely to calm his temper when after speeding over miles of smooth highway he strikes a short stretch of rough traveling.

New Hampshire has long been awake to the need of good highways. Way back in 1912 Governor Robert P. Bass called the first Good Road Congress and since then the state has made consistent efforts to improve its highways. Of the 1490 miles of trunk line roads, all but 237 miles have been improved.

The greater part of these improved highways are gravel roads which have been surface treated. There are 642 miles of such roads in the state.

The trunk lines include 253 miles of plain gravel roads. These have been graded and when in good repair they are comfortable to ride on but they require considerable attention. It costs, on an average, $1,500 a mile to keep a gravel road in good condition.

In its construction program the state highway department has built 109 miles of bituminous-macadam roads and 99 miles of surface treated macadam roads. The cost of constructing butuminous-macadam roads is $30,000 a mile as compared with $10,000 a mile for gravel roads, but the former are much cheaper to maintain. Under normal traffic conditions they will last from 15 to 20 years without rebuilding.

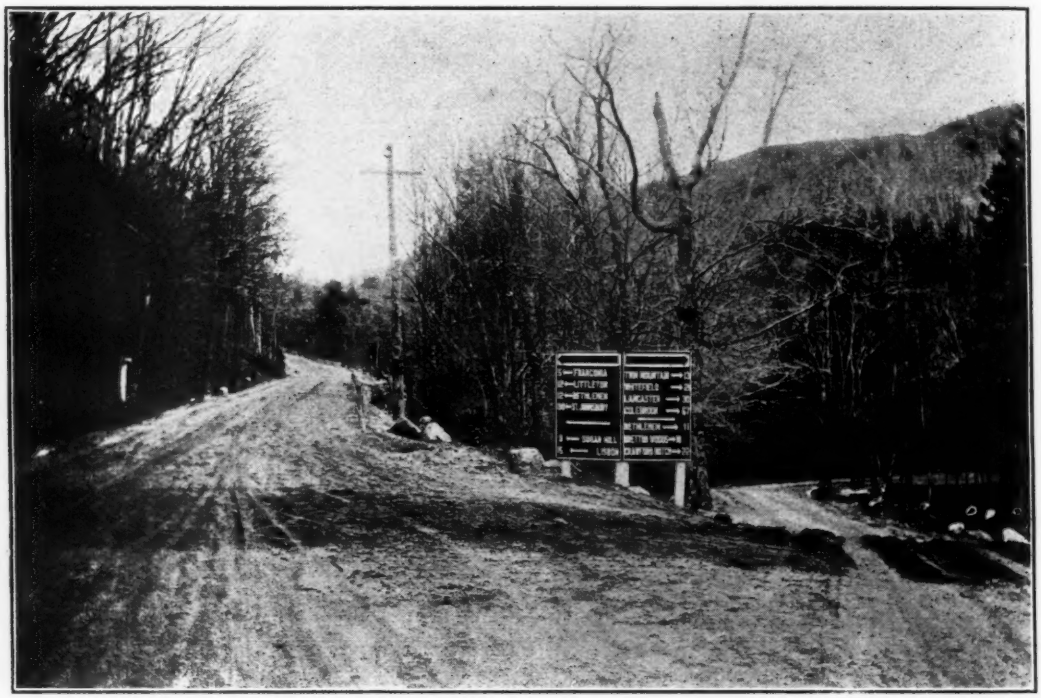
The most modern type of road is the concrete highway. It is by far the best. It will outlast any other type. It costs the least to maintain. And it saves the motorist upkeep expense—tests have shown that the cost of running a car on concrete roads is about two cents less per mile than the cost on gravel roads.

New Hampshire has nearly 13 miles of cement-concrete highway and 62 miles of bituminous concrete.

ments, amounted last year to $2,328,-556.24, after the expenses of the motor vehicle department, totaling $114,609.66, had been paid.

This income seems large, but every penny of it could have been used in maintaining the present highways, without building an inch of new road.

Besides the expense of maintaining road surfaces, the department has to set aside sums to keep in repair the one



JUNCTION OF DANIEL WEBSTER HIGHWAY AND FRANCONIA ROAD NEAR ECHO LAKE IN FRANCONIA NOTCH

In building modern cement roads the cement is reinforced with steel bars. The steel alone which is used in constructing a mile of highway costs between $4,500 and $5,000. The cost per mile of constructing a cement-concrete road is about $40,000.

With construction costs so high, the state highway department must proceed slowly in its program to rebuild New Hampshire roads. Its income, which is derived from fees and gasoline tax pay-

mile of bridges on the trunk lines, to erect guideposts and warning signs and to remove snow in winter.

The department is now distributing guideposts and signs of standard design. Pictures of three of the new warning signs are shown on the first page of this article.

The increasing dependence of people on automobiles has led to the demand that main highways be kept open for motor traffic during the winter. By

using big tractors and trucks the department has been able this winter to keep almost all of the main roads passable for automobiles.

New Hampshire has always maintained the policy that the highway department should operate on the revenue collected in fees and taxes from motorists and that it should not receive additional income.

Last year the department received $1,621,484.04 net income from registration and license fees paid the state.

The gasoline tax has proved a large source of income. The tax on the 35,807,016 gallons of gasoline sold in the state last year amounted to $716-, 140.33. New Hampshire's system of collecting the tax is unsurpassed, for it entails practically no expense. The tax is paid by the wholesaler, who sends once a month a check covering payment of two cents a gallon for each gallon he has distributed to retailers during the previous month.

With the state endeavoring through its publicity campaign to attract more tourists, the problem of its roads is bound to cause some lively discussion this coming year, for it is largely on the highways that the visitors will come. A census on one of the state's most traveled highways last year showed that 52 per cent of the automobiles were owned outside the state.

The proposal that the state issue bonds for highway construction has been advanced and has already brought forth many arguments for and against.

The outcome of this discussion will be watched with interest by every automobile owner in the state.

NEWSY NONSENSE

BY HELEN R. BARTON

Maple Sugar Season Opens—*Newspaper Headline*

"Saps" may come and "saps" may go,
But this one's welcome ever-
Who ever yet could shut the door-
On HOME MADE MAPLE SUGAR!

Judge Rules Cider Legal—*Newspaper Headline*

Judge Stevens rules there is no harm
In milling nice sweet cider.
The judge don't say what fine we'll pay
'F we're caught keeping it 'till it's harder!

Fear Danger from Rising Water—*Newspaper Headline*

The fresh, fresh, freshets now are here,
Their mischief daily spilling;
A rill becomes a brook o'er night—
And FLOODS our fields are filling!

THE
GRANITE
MONTHLY

William E. Jones.....Editor

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VOL. 58 APRIL No. 4

A UNIFORM CODE

Connected with almost every modern problem is the automobile. It is the delivery wagon of the bootlegger, the means of escape for the criminal and a factor in the so-called "breakdown of youth."

And the automobile is itself a problem. It is estimated that 20,600 persons are killed each year by automobiles in the United States. In New Hampshire last year 94 died as the result of injuries received in automobile accidents.

In an interesting analysis of the cost of automobile accidents, the Stewart Warner Safety Council estimates that their cost to the nation each year is about $600,000,000 — a sum large enough to buy the entire city of Chicago at its present realty assessment valuation.

This estimate values a human life at the minimum placed on it by economists—$5,000. The 22,600 lives lost annually are worth, then, $113,000,000. In addition, there are 678,000 non-fatal accidents each year, costing $118,650,000 for injuries. Reckoning the property damage resulting from each automobile accident at $50, the 700,000 accidents each year cost in property damage alone, $350,000,000.

The causes of automobile accidents are many, but the fundamental cause of most of them is uncertainty. Each driver does not know exactly what the other driver is going to do. The pedestrian does not know where the motorist is going; the motorist does not know where the pedestrian is going.

Obviously, if there were universal rules for every situation facing the motorist and if everyone concerned followed the rules, the number of automobile accidents would be tremendously reduced.

It is, of course, impossible to make rules for every situation which may confront the motorist. New situations are arising all the time. But there are many situations which occur frequently and for which there are no universally recognized rules to guide motorists.

Stand on any street corner and watch the cars. It is a law in New Hampshire that the car coming in from the right shall have the right of way. But this rule is not recognized everywhere. As a result, motorists coming in from the right are not sure that they will be given the right of way. Their uncertainty is evidenced by the many drivers of cars approaching from the right who slow down at corners, see a coming from the left, stop and give to the man approaching from the left the right of way they themselves are entitled.

If every traffic rule were as universal-

ly followed as the one that cars traveling in opposite directions shall pass on the right hand side of the road, accidents would be few and hundreds of lives could be saved.

At the national conference on street and highway safety Governor Winant of our own state urged the adoption by all states of a uniform traffic code for the guidance of motorists and pedestrians. A code has been drawn up by the conference and the first step has been taken toward the elimination of accidents which result from the confusion of drivers as to what they are expected to do in common traffic situations.

It's up to the states now to adopt the uniform code.

LOYAL TO NEW HAMPSHIRE

One of the most interesting results of the Granite Monthly series of radio talks is the response which it has brought from former residents of New Hampshire who are now living in other states.

Former residents of the state were among the most eager listeners to the radio addresses; many of them tuned in on every single talk. They were anxious to hear men from their native state describe New Hampshire's attractions and discuss its problems. Letters written to the speakers and to this magazine show the intense loyalty which they still hold for New Hampshire.

More than one in telling their reactions to the radio series said that the talks made them homesick. Some even went so far as to say that they were considering returning to New Hampshire and asked for information concerning real estate prices and business conditions.

Why did they ever leave? Was it because they wanted to live in large cities? Was it because they found New Hampshire climate too rigorous? Or was it because they had opportunities to earn more money outside the state?

George M. Putnam in his radio address said that the chief reason so many people left New Hampshire was to better themselves economically. A letter from one former resident supports his opinion. The letter reads: "I wish I were back in New Hampshire. I didn't want to leave, but I had a chance to earn twice as much in Boston as I was getting in the good old Granite State."

Opportunities to secure higher salaries have drawn thousands away from New Hampshire. If New Hampshire could offer equal economic opportunities, hundreds who have left would undoubtedly return. That is one of the state's big problems.

The radio talks have suggested the problem; perhaps, to, they have suggested the answer. Part of the solution at least, may be in the development of New Hampshire's great water power resources.

Few New England states have the natural advantages for water power development that New Hampshire possesses with its five large rivers and countless smaller streams. In them lie the possibilities for cheaper power, which will help New Hampshire industry and agriculture to compete successfully with other states.

Through an error, the name of Grace Darling appeared as the author of an article on Dr. Ernest L. Silver in the March issue. The article was written by Miss Gertrude Darling of Plymouth.

CAN YOU ANSWER THESE QUESTIONS?

How well did you take notes on the first four talks in the Granite Monthly Series? The answers to the 12 questions below were all given by the radio speakers in their addresses. The questions on the last four talks will appear in the May issue.

CHARLES W. TOBEY, MARCH 12

1. What was the date of the Worcester Conference?
2. What was the place and date of the first session of the New England Council?
3. What were the three outstanding characteristics of the Pilgrims?

GOVERNOR WINANT, MARCH 16

4. Where was the first independent government in America established?
5. What is New Hampshire's basic industry?
6. Has the state bank commission been reorganized?

DONALD D. TUTTLE, MARCH 19

7. What is the average width of the state of New Hampshire?
8. How many great New England rivers have their source in New Hampshire?
9. Whose features do those of the Old Man of the Mountain resemble?

GEORGE M. PUTNAM, MARCH 23

10. Are the chief reasons for the exodus of rural populations to the cities social or economic?
11. What per cent of New Hampshire farms are free from mortgage?
12. Is good farm land more expensive in New Hampshire than in the Middle West?

A CONTEST for RADIO FANS

CASH PRIZES

First prize $50
Second prize $25
Third prize $10
Fourth prize .....$ 5

Have you been tuning in on the Granite Monthly radio talks on Tuesday and Friday evenings at 7:30 o'clock? If receiving conditions have been perfect, you have heard the answers to the 12 questions on the opposite page. If you cannot answer all of the questions, answer as many as you can—the contestant who has the most correct answers will win the $50; perhaps nobody can answer all.

RULES

1. The Granite Monthly is broadcasting from Station WNAC at Boston eight talks on New Hampshire.

2. The magazine offers cash prizes of $50, $25, $10 and $5 for the most accurate and neatly arranged set of answers to 24 questions based on the talks.

3. Three questions will be asked on each talk. The answer to every question is given by the radio speaker in his address.

4. Answers must be brief. "Yes" or "No" is sufficient answer to many of the questions.

5. In writing answers it is not necessary to repeat the questions. Answers should be carefully numbered.

6. Questions on the first four addresses appear on the opposite page. Questions on the remaining four talks will appear in the May issue.

7. Answers should be sent to: Contest Editor, Granite Monthly Co., Concord, N. H.

8. Answers must be received at the Granite Monthly office by midnight, May 24, 1926.

9. The judges will be Harlan C. Pearson, former editor of the Granite Monthly; Albert S. Baker of the Concord Monitor; and William E. Jones, editor of the Granite Monthly.

Current Opinion

Gleanings from the Newspapers

RAISING MEN

"Long ago it used to be asked what they could raise on the rocky soil of New Hampshire and Vermont, with their long winter of deep snow, and the answer was what it is now, "men." Something of the strength of the rocks went into the Green Mountain men. Something of the vigor that withstood the fierce cold and even found enjoyment in its dry and sparkling beauty helped to build up the sturdy folk that in Vermont and in all the states whither they have migrated carried on the Green Mountain tradition. They still maintain it. John Coolidge's plain cottage home, with its low-ceiled room where a President was sworn in, and its stove and its oil lamps and its piled snow outside and its neighborhoodliness within, was the fitting dwelling place of a strong, old-time Vermonter. Such men are still a factor to be reckoned with, and reckoned upon in the Republic."—*New York World*

More than 40 cities and towns in Maine appropriated money for publicity at the recent elections, showing that the Pine Tree State is awake to the importance of advertising. States, cities and towns must advertise their attractions in order to draw business in this day of keen competition. The municipality, like the business man, that does not advertise must occupy a back seat.—*Newport Argus-Champion.*

A BAD RECORD

Ninty-four persons killed in automobile accidents in 1925. Twenty of these victims, children under ten years of age. This is a record of which our state cannot be very proud. Nineteen accidents in October, one of the months in the year when accidents occur with greatest frequency, is altogether too large.

There is a very significant pronouncement by Commissioner Griffin. He says that six of the deaths can be traced directly to the use of liquor by the operators. Thirty-six of the victims were pedestrians, which shows that neither the man who walks or the man in the car is safe.

We have talked over this question of accidents and have tried to get at some solution, but we do not find any easy method. There is only one thing to be said, and that is "everyone must be careful."—*Foster's Daily Democrat*

Our answer to the announcement that the population of New Hampshire increased within a year only from 452,026 to 453,608 is that most people have yet to learn the best place in which to live.—*Coos County Democrat.*

CUTTING THE GARMENT

How many towns in New Hampshire can boast of being out of debt and nearly $10,000 to the good? That is Barrington's standing, as revealed

by the recently published town reports. And not so many years ago, Barrington was practically bankrupt. It only shows what can be done by "cutting your garment according to your cloth," paying your bills as you go and foregoing luxuries that you cannot afford. We need a good deal of that kind of financing on a large scale, in cities, states and nation, today.—*Rochester Courier*

Nothing better could have been broadcasted from WNAC than the reason why New Hampshire is advertising. There is every reason for us to advertise. We have the goods—*Foster's Daily Democrat.*

DRYS NOT VOTING

The Manchester Union has just completed a test vote on the question of prohibition and apparently it has been proven that only one person in six in New Hampshire desires the retention of the present law. No doubt this is true so far as shown by those who voted in the Union contest, but we have an idea that there are many thousand people in New Hampshire who have not taken the trouble to vote. In fact, they do not feel called upon to vote as the question has been settled and has become the law of the land and cannot be changed without being again referred to the several states, 46 out of 48 of which voted for the measure.

When this is done, or seriously proposed to be done, those who believe the present conditions are very much better than they were before the passage of the Eighteenth Amendment will be found, not only ready to vote, but to act and do everything possible to sustain this amendment.

It is not to be expected that all liquor will be so closely guarded that it will not get into the hands of consumers any more than it is expected that the law against stealing will prevent every person who has money or property from losing it by thieves and robbers. There is no doubt but that at the present time in some cities and places, conditions are infinitely better than they were under the old laws.—*Franklin Journal-Transcript.*

Someone has called attention to the fact that while the United States Liner, President Roosevelt, was standing by four days to save the lives of twenty-five men, over two hundred people were being killed in this country by automobiles. There must be some means devised whereby people will be saved from this peril. — *Franklin Journal Transcript.*

TWO CHEAPER THAN ONE

It costs two cents to send a copy of this paper by mail to the nearest post office, if not mailed by the publishers, but it can be sent 3000 miles to some foreign country for a cent. A paper weighing eight ounces costs eight cents, but by putting another of the same weight with it the two can be sent at parcel post rates for only seven cents, and for another cent an extra pound can be added. The postage on transient newspapers is prohibitive and no individual would think of doing business on any such principle. The people have stood for this for nearly a year, and it seems about time that somebody got busy and saw to it that the post-office department is run on business principles.—*Canaan Reporter.*

Five Years No Test

"Read a Little History, Think a Little Longer, Probe a Little Deeper, and Come Back to the Ranks of Those Who Enlist, Not for Five Years, but for the Duration of the War." Urges Mrs. Elizabeth Tilton In Letter Defending Prohibition Law.

Has prohibition had a fair trial? Mrs. William Tilton, chairman of the Women's Allied Organizations of Massachusetts, thinks not.

In answering the editor of the *Detroit Free Press,* who has urged modification of the present prohibition law, Mrs. Tilton declares that the law has not been in existence long enough to prove its worth. Her letter, printed in the *New Hampshire Federation Bulletin,* follows:

"DEAR SIR:

In calling for the modification of the 18th Amendment after a five years' trial, we would like to ask you frankly where the reforms of the world would have been if your spirit had animated the reformers, your speed spirit.

The United States abolished the Slave-Trade in 1807. In 1810, Madison is calling on the Nation to put down the illicit traffic. In 1817, Monroe is calling for more enforcement laws. In the thirties the illicit traffic blazes into 200,000 slaves smuggled across annually.

But in 1871 we find in our Congressional Record the last act against the Slave-Trade. You see it took more than 5 short years after the Prohibition Slave Law was passed to enforce it. It took two generations!

Take again our Constitution, 1787. It made us a nation,—on paper. Then came the struggle to enforce the law. Washington died in 1799 in despair that the constitution would ever become a working reality. John Marshall took up the fight against decentralization and for federalism. He died in 1835 in despair that we should ever become a nation. But we came through despite the Doubting Thomases and the men who saw more money in local option than in nationalism.

But it took more than five years to come through. You and I like to think we should have had the staying power to see these glorious reforms through, that fifty years rather than five years would have been the length of our vision.

Detroit Free Press,—I ask you would any great reform have come to pass had five years been the limit given in which to bring the unconvinced minority up to the new ideal and work out all the intricacies of enforcement?

I ask you,—would your attitude have lost or gained for us the abolition of the Slave-Trade or the establishment of our Republic?

Detroit Free Press,—read a little history, think a little longer, probe a little deeper, and come back to the ranks of those who enlist, not for five years, but for the duration of the War.

Sincerely,

(Signed) ELIZABETH TILTON."

New Hampshire Necrology

DR. AMOS GALE STRAW, prominent Manchester physician, died at his home in Manchester on March 13th following an illness of several months. His illness had forced him last November to give up his work as X-Ray specialist at the Veterans' Bureau Hospital at Northampton, Mass.

Dr. Straw, himself a veteran of the World War, had for several years been prominent in war veteran organizations. He was for two years commander of Sweeney Post, American Legion. He first served in the war as a member of the Harvard medical unit, which went overseas before the United States joined the Allies. He later enlisted in the United States Army.

At the time of his death Dr. Straw held the rank of lieutenant colonel in the Organized Reserves.

Born in Manchester Feb. 9, 1864, he attended Dartmouth College and following his graduation in 1887, entered Harvard Medical School. He was married in 1891 to Dr. Zatae L. Longsdorf of Carlisle, Pa. Both Dr. and Mrs. Straw were in active practice for many years.

Dr. Straw was a member of many medical and fraternal societies. His fraternal associations included membership in the Elks, Masons, Knights Templar and Eastern Star. He was a member of the Hanover Street Congregational Church in Manchester.

Besides his widow, Dr. Straw is survived by two daughters, Enid C. Straw and Zatae Gale Straw; a foster daughter, Gertrude M. Grey; and two sons, Wayne C. and David Gale Straw.

WILLIAM S. TUTTLE, prominent citizen of Keene, died on March 29th at his home. He was 72 years of age. Mr. Tuttle served as sheriff of Cheshire County from 1894 to 1900 and he was county commissioner for two terms. His second term as county commissioner expired in 1925. He was a member of the Legislature in 1917 and 1918.

Although born in Antrim, Mr. Tuttle spent practically his entire life in Keene. He was a well known auctioneer and he was noted as a sportsman.

Mr. Tuttle held membership in the Lodge of the Temple, A. F. and A. M. Hugh de Payens, Knights Templar, the Audubon Society and the Monadnock Club.

A daughter, Miss Mary Tuttle of Keene, and three brothers, Edgar H. of Hancock, John D. of Marlboro and Seldon P. of Harrisville, are the survivors.

MICHAEL J. DRISCOLL, well known Manchester attorney, died suddenly on March 14th, a few hours after he had been seized with an attack of an old malady while attending mass at St. Joseph's Cathedral.

Mr. Driscoll was a native of Manchester, where he was born in 1866. He was graduated from Boston University Law School and opened an office in his home city. He was at one time clerk of the municipal court in Manchester.

A sister, Mrs. Margaret Linen, and a brother, Jeremiah J. Driscoll, both of Manchester, are the immediate survivors.

MRS. ELBRA STORY CARPENTER, wife of Frank P. Carpenter of Manchester died in Wellesley, Mass., following a long illness.

Mrs. Carpenter was born at North Weare on Aug. 23, 1862, the daughter of Abram B. and Mary Melvin Story. Her family removed to Manchester and she was married in 1884 to David A. Taggart, a prominent member of the New Hampshire bar. Mr. Taggart's death occured in 1922.

In 1924 she married Frank P. Carpenter and returned to Manchester from Cohasset, Mass., where she had resided since the death of her first husband.

Mrs. Carpenter was a member of the Colonial Dames of America; Molly Stark Chapter, D. A. R.; the Thimble Club; and the District Nursing Association. She was an attendant at the Franklin Street Congregational Church.

She is survived by her widower; two daughters, Mrs. Esther Taggart Cooper of

West Newton, Mass., and Mrs. Ruth Taggart Whipple of Cohasset; four grandchildren; and one sister, Mrs. David T. Dickinson of Cambridge, Mass.

DR. JAMES M. COLLITY of Manchester, well known throughout the state, died suddenly on March 27th. Death resulted from pneumonia, contracted in the performance of his duties.

Dr. Collity was elected city physician in Manchester for 14 consecutive terms. He was a member of the State Examining Board. The doctor was the personal physician to Rt. Rev. George Albert Guertin, D. D., bishop of Manchester. His work among the poor in Manchester made him beloved by hundreds.

Dr. Collity was a graduate of Holy Cross. Five years ago his alma mater awarded him a master of arts degree.

The survivors include the widow, Mrs. Isabelle F. Collity, and two sisters, Miss Catherine Collity and Mrs. Asa Smith.

JOHN ADAMS LANG, for more than fifty years a resident of New Hampshire and well known in Masonic circles throughout the state, died at his home in Roslindale, Mass., on March 19th.

Mr. Lang was born at Epsom, N. H. Sept. 23, 1842. His early life was spent in Epsom, Pembroke, Suncook and Pennacook and he finished his education at Pembroke and Boscawen Academies.

In 1864, Mr. Lang moved to Franklin, where he lived for more than thirty years, being very active in civic and church affairs. He was associated with Walter Aiken in the development of the knitting machine and for 25 years was master mechanic at the Aiken mills.

Mr. Lang became a Mason in 1865 in Meridian Lodge of Franklin and he served as master of his lodge in 1882-1883. He was a member of St. Omer Chapter of Franklin and was its high priest in 1893-1894.

In 1886 and 1887 Mr. Lang was district deputy grand master of the Fourth Masonic District and in 1902 and 1903 served as grand high priest of the Grand Chapter of New Hampshire. He was a member of Horace Chase Council and Mt. Horeb Commandery, Knights Templar, of Concord and of the New Hampshire Consistory, as well as the Society of Veteran Free Masons of New Hampshire.

He was a member of Merrimac Lodge and Webster Encampment, I. O. O. F. of Franklin.

In 1896 Mr. Lang moved to Boston and established the machine business of J. A. Lang & Sons Co., manufacturers of marking and stamping machinery, with which business he was still connected at the time of his death. After moving to Boston, he still maintained a deep interest in his native state and had a summer residence at Windham, N. H.

Mr. Lang married in 1866 Caroline A. Glines of Northfield, N. H. In addition to his widow, he is survived by his five sons, Elmer L., George H., and Walter W. Lang of Boston, John B. Lang of Sangus, Mass., and Professor Harold L. Lang of Pittsburgh, Penn.

MRS. MARTHA CILLEY BOUTON CLARKE, widow of Col. Arthur E. Clarke, died at her home in Manchester on March 31st. Death followed a long illness.

Mrs. Clarke was the first state regent of the New Hampshire Society of Daughters of the American Revolution. She was appointed to this office in 1890 by Mrs. Benjamin Harrison, wife of President Harrison.

Martha Cilley Bouton was born in Concord in 1843, the daughter of Rev. Dr. Nathaniel Bouton and his third wife. Her father was for 47 years pastor of the North Church in Concord and was state historian from 1867 to 1878.

As the result of her first marriage, to Jacob G. Cilley of Nottingham, Mrs. Clarke had two children, Harry B. Cilley, who survives her, and Florence, who died when a child. Her husband died in 1870.

In 1893 she was married to Col. Arthur E. Clarke. She was a member of the Grace Episcopal Church in Manchester and of the Manchester Federation of Women's Clubs, the Manchester Bird Club and Molly Stark Chapter, D. A. R.

Mrs. Clarke was active in many patriotic organizations. She founded the New Hampshire Society of Colonial Dames of America.

Besides her son, Mrs. Clarke is survived by several nephews and nieces.